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Official and Classified ADVERTISEMENTS

Continued from Page 15

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LIVE eels wanted, top prices,
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THE PRESENT AND

FUTURE FOR THE
FISHING INDUSTRY

is the theme of the next Nautical
Institute conference at Hull on 28th
& 29th October, designed to provide
an opportunity for all branches of the
Fishing Industry to discuss the future.

The programme covers:

The Trawler Industry

The Inshore Industry

Fishing Co-operatives

Legislation

Conservation

Fishing Technology

Training

The Conference has been planned to provide
essential information to the professional fisherman
as well as those concerned with fishing policies.

For further details, contact:

D. R. Derret,
Hull Nautical College,
Hull HU1 3BW
Telephone 0482-27563.

The fee for the two days
including the papers and
meals is £25.

Writ lifted

A WRIT on the Salcombe, Devon, crabber *Kathy Colleen* has been lifted.

The 38 ft. GRP-hulled fast potter has had a chequered career since being built at Poole, Dorset, in 1973.

She first went fast potting but failed to pay her way when fuel and gear prices shot up. So, she was sold to a businessman at Salcombe.

The craft sank at Salcombe and had problems with her Cummins V-8 main engine. So, she was given a complete rebuild.

She did not go to sea for quite a long period and the White Fish Authority loan

September 24, 1978

SUCCESSFUL SKY
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Russian catches small fine

THE SKIPPER of a Russian stern trawler arrested by the Royal Navy for illegal fishing off the Scilly Isles on Sunday claimed that the ship's radar was faulty and he thought he was outside the 12-mile limit.

pay £500 costs. He pleaded guilty to all three charges.

Prosecuting on behalf of the Ministry of Agriculture, Fisheries and Food, Hilary Collins said the Royal Navy fishery protection vessel HMS *Soberton* shadowed the Russian trawler *Dzukiya* — one of the large fleet of Eastern Block trawlers currently operating off the south west coast — for several hours on September 25.

Instead, Vasiliy Iakimenko, (46), was fined £250 with £25 costs for fishing inside the limit.

The 2,185-ton vessel was found to be trawling 11.2 miles off the Scilly Isles.

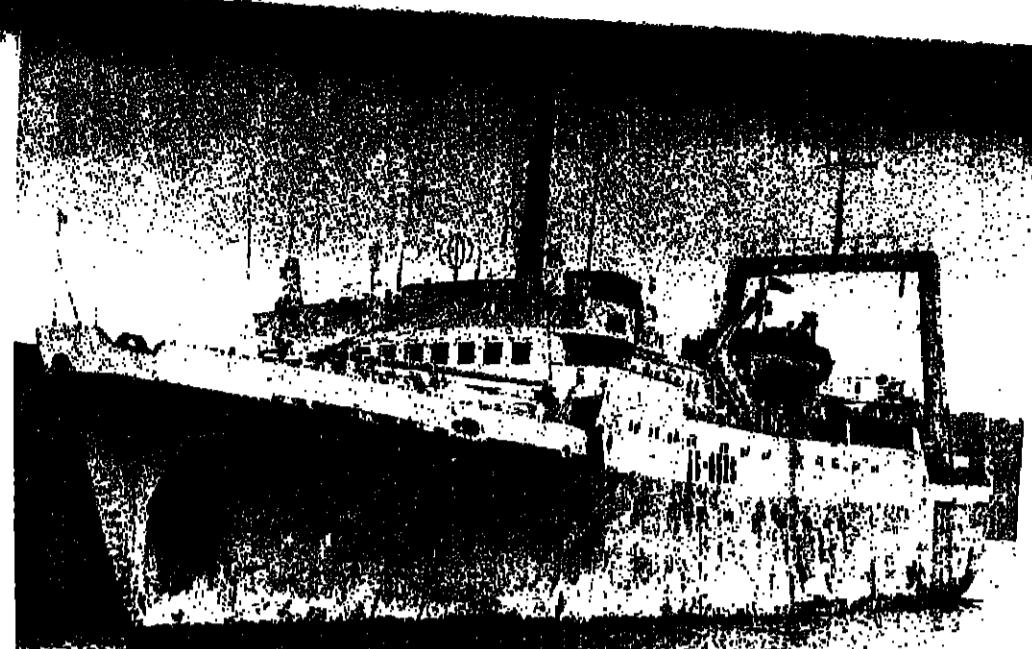
Soberton closed on the trawler and ordered her to haul in her gear and stop — but *Dzukiya* ignored the

order by lights, siren, loud hailer and international frequency radio.

A three-man boarding party was eventually put on the trawler, but the skipper refused to go to Plymouth until he spoke to the commander of the Russian south west fishing fleet.

Mr. Collins said the leader of the boarding party checked the navigational equipment of *Dzukiya* and it seemed that the radar was "possibly not working".

Captain Iakimenko was adamant that his ship was fishing in international waters. Mr. Collins added that, when the trawler was brought into Millbay Dock, she had a catch of 250 tons of mackerel aboard.



The Russian stern trawler *Vzukiya* in Plymouth this week after being arrested by a Royal Navy protection vessel for fishing within the 12-mile limit. The Russian Captain blamed faulty radar equipment.

COUNCIL HALTS BUILDING WORK

Newlyn fish complex 'in jeopardy'

A £1.33m. fish processing complex for the Cornish port of Newlyn is in the balance, says John De Savary, chairman of Western Fish Products of Bridport, Dorset.

This follows the decision by Penwith District Council not to withdraw 'stop notices' on the Stable Hobbs factory site, on the outskirts of the southwest's leading port.

This is a major setback to a fresh fish and fish meal factory which could provide 120 jobs or more as well as taking catches of boats based in the West Country.

"It clearly cannot be to the disadvantage of anyone, environmentally or otherwise, if at this stage any form of 'stop notice' is withdrawn", declared Mr. de Savary.

"It does not constitute planning consent, but that the developer is going ahead at his own risk under building regulations. These 'stop notices' should not be allowed to continue for another day.

"We have now purchased a plant, mainly from Norway, and have also 90 per cent rehabilitated the buildings at Stable Hobbs for an edible fish production line designed to create a demand for 100 tons of mackerel a day.

"It will not only have the benefit of creating jobs for those on the plant and for fishermen. In the first stage

which have before been trucked up to Hull", remarked Mr. de Savary.

"The whole project, on economic grounds, is in total jeopardy."

The company has also established a fish box factory in the west of England, also for exports, which would mean 210,000 of boxes for every £60,000 worth of fish.

"This means £80,000 of extra export business for this country every week," added Mr. de Savary, "plus all the fringe benefits to West Cornwall."

The consequences of the planning permission setback are:

Highly specialist technicians from Norway have returned home;

A certain number of people must remain if only to make the present installation safe;

The Cornish building company is now faced with a rear-standstill on the site;

The resident architects now stand near desolation.

"The whole project is in danger, by time lost, of not meeting the requirements of the fishing industry this mackerel season — to provide a viable outlet for the traditional surplus landings

SCOTTISH fishermen fear they may have to destroy thousands of pounds worth of nets when a new Government order comes into force today (October 1).

If they are to continue fishing they will be forced to buy new nets at £2,000-a-piece and they will get no compensation.

This order will affect hundreds of sprat fishermen in the Moray Firth where fishing has just started. It is expected that some fishermen will continue fishing and ignore the new order.

The order made by the North-East Atlantic Fisheries Commission, and signed by the British Government, increases the size of sprat net mesh to 16 mm x 16 mm.

Fishermen claim that although the mesh change had been known for some time there had been nothing definite on paper.

Ombudsman had taken up the case on behalf of the sprat fishermen, but there is no sign yet of a pronouncement.

in BRIEF

Fleetwood lifeboat towed her to Jubilee Quay.

FLEETWOOD Fire Brigade was called to pump out the inshore trawler *Pilgrim* which developed a leak when her rudder fouled as she lay at the local quay. The boat was pumped out and towed to the fire beach for a damage inspection.

ON MONDAY 1,835 kits were landed at Hull by a distant water trawler and a north sea seiner. Boyd's *Archer* made £40,820 for 1,412 kits, while Boston's seiner *Guildford* landed 423 kits for £9,271.

THE 1974 Shetland herring season was worth nearly £160,000 more than in 1975.

The average price of herring this year was £1.50 per unit, compared with 27.26 last year. During the season, 10,098 units were landed, worth £481,228, compared with 43,131 units last year, worth £313,238.

THE INSHORE vessel *Scimitar* grounded in fog on the mudflats in Fleetwood channel last week. She was refloated on the evening tide, but as water began seeping into the engineroom, she

If you're fishing for marine fuels and lubricants, here are the numbers to catch.

01-438 2800 for fuels. And 01-438 2070 for lubricants.

They're the rapid contact points set up by the new Maritime Sales Department of Shell UK Oil.

This specialised department is now taking care

of the bunkering and lubrication requirements of all UK-based customers. It's manned by helpful,

experienced staff, long familiar with the needs of

the fishing industry and the demands of fishing

and shipping.

Whether you're operating a single vessel or

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several hundred, you'll find Shell cut-fuel and

lubricants work as well as ever.

The Shell Marine Services

second to none.

01-438 2070
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Shielwood

PICTURED (right) off the Humber is the new 127 ft. stern trawler *Shielwood* built by the Goole Shipbuilding and Repair Co.

Originally ordered by a John Wood Group (Aberdeen) subsidiary, the Burwood Fishing Co., it was announced at Aberdeen's Catch '76 fishing show that talks are being held for British United Trawlers to take over the ship.

The 387.16 gross ton ship is built in Lloyds 100AI Stern Trawler class and has a net tonnage of 144.82.

Her main power unit is a Mirriss Blackstone diesel of 1,700 bhp and her hauling gear has been supplied by Hydraulik Brattvaag.

Shielwood, which is expected to be renamed *Pericles*, has accommodation for 13 and a 2,000 cu. ft. fishroom.

Her wharfside equipment includes Atlas fish finders.

fishing news

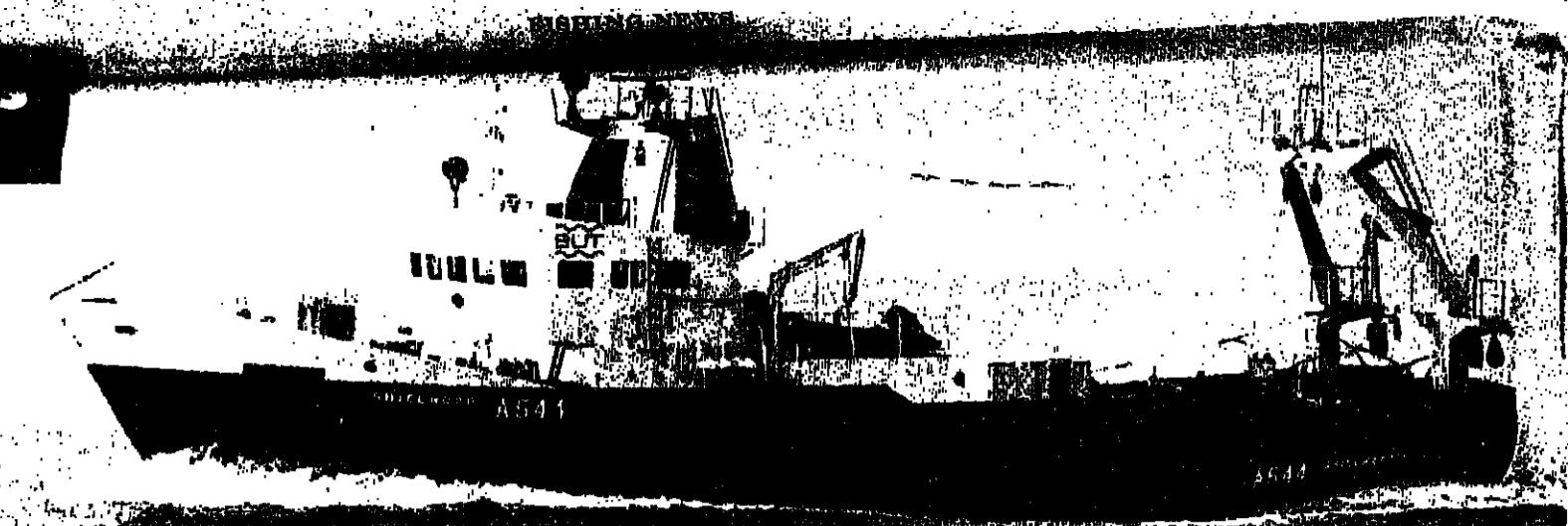
Editor: Harry Barrett

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Managing Director: W. A. Cathies



COMMENT

AN OPPORTUNITY MISSED

WE CARRY a report this week on the "Aberdeen International Fisheries Conference," staged in conjunction with the Catch '76 exhibition. This gathering of the fishing clans at Aberdeen proved a timely and unique event.

For the first time in years of trying, the industry was able to get some indication of the lines the Government is working along to get a revision of the EEC's Common Fisheries Policy.

In revealing that Britain had no hope of getting a 50-mile limit, Hugh Brown's honesty was appreciated, although the essence of his message was unpalatable.

It was obvious that Mr. Brown did not come to the conference prepared to make such a bold statement. What really happened was that he lost his political cool when the conference chairman, Skipper Willie Hay, directly challenged him to answer why the Government is not asking for a 50-mile exclusive zone.

In eliciting the truth from Mr. Brown, the conference on this score alone was a marked success, but a golden opportunity was missed for the industry to get down the crucial question: How is a reserved zone going to be run when we get it?

The Government obviously hasn't got a clue on this score and, if the industry does not come up with a framework of management, then the result could be 'punch-up' between British fishermen over grounds not large enough to sustain a living for all.

The recurring theme throughout the conference from scientists and politicians was that the present fleet will be too large for whatever exclusive zone we get. And if the industry does not come up with something quick, then it's a sure thing that British fishermen will find themselves saddled with a hastily cobbled Government policy which could lead to disaster.

Off the west coast of Scotland the herring fishermen have already made a start on this thorny problem by sensibly regulating the stocks available to them, but even this move has thrown pressure on other fisheries as the fleet has had to divert its efforts.

The question of sharing the resources of an exclusive zone is, in itself, the basis of another conference.

Pair and beamer bonanza

THE GRIMSBY pair trawlers *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson) added nearly £5,000 to their old port pair grossing record on Tuesday.

Margrethe Bojen did this with a massive grossing of £22,039 from 770 kits, while *Frances Bojen* also made a career — beat with £18,940 from 661 kits. Both landed

nearly all cod after a 13-day North Sea trip.

A spokesman for agents, John R. (Fisherman) Ltd., told *Fishing News* the pair lost one day due to a Force 8 gale.

Visiting Belgian beam trawlers had a bonanza at Grimsby last week with a series of big grossings — and a new record for the port.

record on successive trips during September and the first time a single Grimsby pair trawler had topped £20,000.

On their first trip to the Humber port, the neophyte 130-footer *Marbi* (0.38) ashore 618 kits and picked up the Grimsby grossing record for a Belgian beamer.

A spokesman for agents, E. Richardson & Co. Ltd., told *Fishing News* that *Marbi* (Skipper Prosper Van Boen) made a "beautiful" mixed trip which had netted everything in it.

The landing included 111 kits of cod and codling (225 to 280 per unit) made from 225 to 300 per unit, 70 of haddock, 162 of plaice (215 to 265); 309 of cod (227 to 329); 137 of whiting (244 to 251); 48 of mackerel (244 to 251); and 16 of mussels (231 to 238).

Other big trips handled by the Richardson agents were the *Noordhinder* (2,580); 374 kits; *Jeanne* (816); 29,124; *Flora* (813); 21,214; and *Terra* (812); 13,124 from 4,771 units.

and many returned some seven hours later to report gear losses. Some cables had no lobster pots left while others brought back pots which were almost beyond repair. The situation is the same at Whitby.

A fisherman's spokesman said: "If we do not get any aid from the Government, which partly owns some of our inshore boats, many of us could go out of the fishing industry. We have put all our money into the job."

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GRIMSBY catches hit by storms

THE GRIMSBY market remained firm again last week despite a slightly weaker demand for cod and failing catches, due to storm-force winds at sea.

In the distant water section BUT's *Ross Revenge* (Skipper Johnny Meadows) — on her first trip since smashing the British wetfish grossing record in late August — came out on top with a tally of 247,642 from 1,658 kits after 21 days off Iceland.

Hard on her heels came BUT's *Ross Renown* (Skipper Barry Stokes) with a grossing of 244,158 from 1,445 kits, mostly quality codstuffs.

Also topping the £40,000 mark were the Boston Group's *Boston Phantom* (Skipper Johnny Stevens) on

240,076 from 1,359 kits and the Icelandic wetfisher *Dagay* (£42,067).

Dagay also landed a quantity of frozen fish and her Grimsby agents, Fylkr Ltd, revealed at the weekend it had been sold locally and made a further £28,338 in addition to the wetfish grossing.

The 385-ton Icelandic stern trawler was well received in Grimsby (Fishing News, September 24) after a gap of almost nine months since the last Icelandic visitor.

At the weekend one local fish merchant told *Fishing News*: "As far as we are concerned the 'aggro' with Iceland is over. I am delighted we have now apparently put the past behind us as we need Icelandic fish badly to remain competitive and offer the housewife value for money."

"With so few local vessels bringing in Icelandic fish in, the Icelandic trawlers could safeguard Grimsby against unemployment in the processing factories this winter."

Of 13 middle water trawlers landing only BUT's *Ross Leopard* (Skipper Jimmy Brown) managed more than 1,000 kits from a 16-day Faroes/Westerley trip.

She turned out 1,027 kits of mixed fish, including over 420 of coley and 235 of haddock to make the best grossing in this section of £17,816.

Rough seas and high winds kept fishing to a minimum and the next best catch was

Genera grossed £6,048 from 167 kits after a seven-day trip.



Ross Leopard, the only middle water trawler to top 1,000 kits. 707 kits from *Ross Kashmir*.

One encouraging sign to emerge from the foul weather was a much better run by the displaced distant waters working these grounds. Used to the testing conditions of deep sea fishing *Ross Kipling* (£18,344), *Ross Kelly* (£14,819) and *Ross Kashmir* (£12,837) each did fairly well.

Coupled with very patchy fishing in the North Sea the seiners found the weather quite a handful.

Nevertheless, Allard Hewson's *Helena Gertsen* (Skipper Jorgen Gertsen) brought in 419 kits after 15 days to head the seiner section on £9,217 and Skipper Bill Murray in *Genera* amazed Grimsby with another 7-day special in some of the foulest weather.

The landing of 187 kits was rewarded with a big grossing of £6,048 through the Tom Sleigh (F.S.) Ltd. agency.

Sleigh's also agented the top pair team with Carl Borum (Skipper Ragnar Borum) and Jacqueline Borum (Skipper Jan Borum)

* Estimated

'Arctic Galliard' keeps her lead

BOYD LINE'S *Arctic Galliard* leads the British Freezer Trawler Challenge competition for the second successive month while BUT's *Norse Farnella* stays in second place. The

points margin for these two Hull vessels has widened from 856 to 1,999 points.

Meanwhile, BUT's Hull-based *Dane*, which was eighth in April and fifth in May, reached third place by the end of June, pushing *Marr's Farnella* down to fifth.

The positions of the top 10 vessels to the end of June are given below with positions held in the previous month appearing in brackets.

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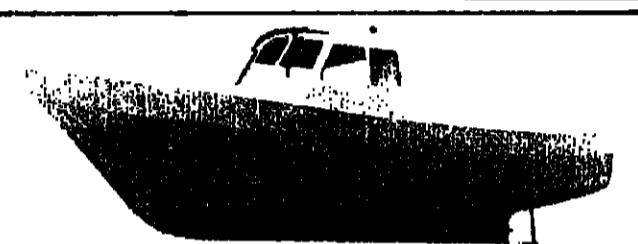
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EEC limit protest sweeps Ireland

determined to oppose them fully.

We realise Ireland is a small country within the EEC — the fisheries are vital to us and we will not accept these proposals.

At a meeting of the Irish Fishermen's Organisation executive, chairman Joey Murrin of Killybegs, described the EEC proposals as "totally unacceptable" to *Fishing News*' Irish correspondent.

The quota system is un-

workable. It must be a 50-mile exclusive limit for Irish fishermen. Within that, we could have a closer-in limit for the smaller Irish ports.

Otherwise, Irish fishermen have a pretty dismal future ahead of them, with catches declining and the cost of operating our boats increasing, which are facts that must be realised," he said.

"Most people seem to regard us as a small inshore industry, but we are not," said Mr. Murrin.

Mr. Murrin said there is no way Irish fishermen can plan their future until the limits issue is decided. If that were done, there could be a future. The EEC proposal of a quota is laughable. Nobody could ensure that the foreign boats observed it.

They could land their catches anywhere and claim they caught them against a quota in some other waters — and even the EEC seemed to admit that.

The fishermen have launched a national campaign for 50-mile limit and are receiving widespread public support. Protests are sweeping the country and the survey, is grim.

The question of what constitutes vital national interest may be a matter for discussion because the Irish Government finds these proposals unacceptable and is

immediately under pressure.

The EEC proposals are

likely to be accepted.

The situation, according to

the survey, is grim.

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likely to be accepted.

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McTay takes over old Scottish yard

THE McTAY Engineering Group of Merseyside has taken over the old established yard of James N. Miller and Sons Ltd. of St. Monance, Fife.

The Miller yard was founded in 1747 and throughout its history has been famous for its wooden fishing boats. At the end of the last century, the yard was building many of the well-known 50-80ft. sailing fifies for the Scottish fleet.

Some of the earliest steam-powered line fishing vessels and herring drifters came from the Miller yard and, in

1921, the firm built one of the first canoe-sterned motor ring-net boats for the Scottish west coast.

In more recent years, many dual-purpose wooden boats have been built up to about 75ft. in length. In 1976 Miller entered the steel vessel market when it fitted out the dual-purpose vessel *Sharon Vale*. The hull was built by McTay.The most recent completion was the 74ft. keel racer *Adelphi*, based on a McTay hull (see *Fishing News* September 10).

McTay Marine Ltd. was established in 1973 as a division of the McTay Group to design and build steel vessels and the take-over of the Miller yard will enable the company to offer a complete range of vessels in wood and/or steel, together with a comprehensive repair service.

McTay is carrying out a re-

development programme for

the St. Monance yard and

will build a new slipway to

handle vessels up to 80ft.

OBITUARY

SKIPPER William Crawford Gillies (58) of Campbelltown, a well known local fisherman, died last month.

A widower, William Gillies worked on several local boats, including *Margaret*, owned by Duncan Brown.During a period of 20 years, Skipper Gillies worked on the *Campbelltown*, *Net Works*, *Hindport Gurdy*, and eventually became master of the *Scallop*.He decided to leave the sea and, with his wife, bought a new family boat, the *Scallop*.

BOATS AT CATCH '78



The boat certainly aroused a lot of interest and, with this sort of approach, this firm deserves to succeed.

By contrast another main

GRP fishing boat builder in

Britain, Halmatic (Scotland)

Ltd., was only sharing part of

a stand with the Orkney

Boatbuilders Association —

and Aberdeen is almost

Halmatic's home ground.

Even then the Halmatic ex-

hibits were more concerned

with its newly-introduced

GRP water tanks than with

fishing boat hulls.

She is fitted with a 17.5 hp

air-cooled Lister diesel run-

ning from a 50-gallon GRP

fuel tank. Planking in larch

below the waterline and

mahogany above, and this at-

tracted a lot of attention from the traditionalists.

Buidlers

Designers were at the show

in force, with G. L. Watson,

Napier and Tynedraft all

showing their latest work.

In much the same sort of line

were the builders Bideford

Shipyard and Campbeltown

Shipyard. Both were showing

their latest standard boats

which now include stern

trawlers. Bideford's stern

trawler is particularly in-

teresting, with her engine

located aft.

With an audience of most

fishermen in Scotland, plus

many from other parts of the

country, attending this ex-

hibition, it was surprising to

see so few of Scotland's boat-

builders represented.

With times very hard for

boatbuilders at present, it

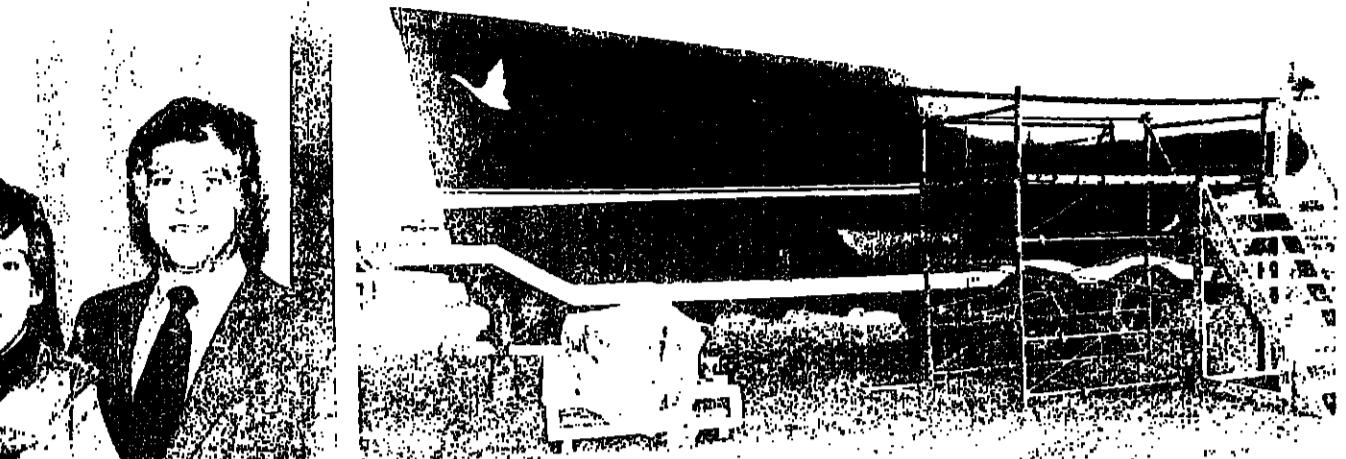
costs money to exhibit. But,

boats are not sold by sitting at

a stand.

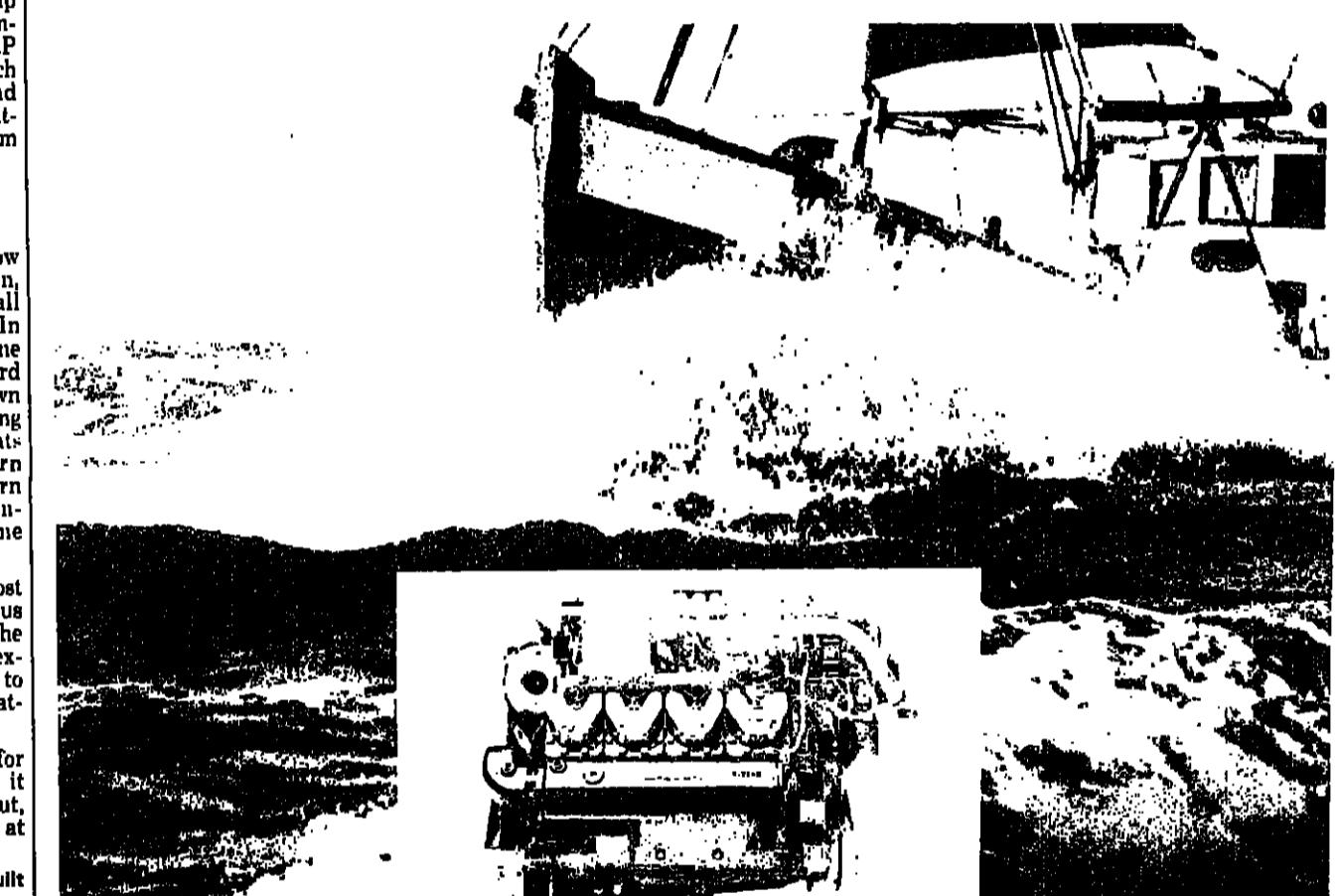
Duncan's clinker-built 22-footer at the show. She has been built

to spec" by the Orkney yard.



Left: smiles all round from Anglo-Belgian Diesel Co. (U.K.) Ltd, managing director David "Ruddy" Forbes (left), "Ruddy" Forbes and Miss Elizabeth Drury, daughter of the chairman of the Belgian engine building company, ABC has

just completed the paperwork for an engine which Forbes of Sandhaven will be installing in a new £360,000 vessel for Ireland. Below: Cygnus GM 32 GRP hull at Catch '78. The hull had been sold to the north of England.



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Every time you go to sea you are forced to put your trust in the engine. In smaller ships, you may have only one engine. And it must work.

It is as simple as that, since you don't have access to service or spare parts at sea. This is also why Scania build marine engines that are highly dependable, strong and able to work on a high continuous power output. The Scania diesel is completely adapted to sea jobs.

You find them in many different duties — in fishing boats, tugs, ferries, pleasure craft, patrol boats, resupply ships, life boats and other vessels.

A Scania diesel is not only dependable for many rough hours. It is also mean on fuel. It has a low weight. It is compact. People all over the world have chosen Scania diesels for propulsion jobs which is only natural. Scania is a world-wide company with a good reputation and a large range of reliable marine engines.

If you need something between 100 and 350 hp DIN — Scania has the power.

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ABERDEEN FISHERIES CONFERENCE

Scathing attacks on NEAFC regime

AS A MEANS of conserving fish stocks, the North-East Atlantic Fisheries Commission has been a "total disaster". This was just one of a succession of attacks on the Commission by speakers at the opening day of the Aberdeen International Fisheries Conference staged on September 16 and 17.

The conference, sponsored by the Scottish Inshore White Fish Producers' Association Ltd., and organised by Waid Morgan and Associates of Dundee, attracted over 200 delegates to hear speakers from as far afield as the United States and Iceland.

As the attack on NEAFC gathered momentum, it became clear that the only satisfactory form of conservation for British fishermen is through adequate exclusive fishing zones with total allowable catches for the wider area set by the coastal state.

One scientist warned, however, that there would still have to be an international regime if stocks are to be properly protected.

Through its experience with NEAFC, the industry had lost all faith in the catch quota system, Robert Allan, chief executive of the Aberdeen Fish Producers' Organisation Ltd., told the conference.

"It is for this, as well as other reasons, that the industry has now set its sights on securing a realistic exclusive limit, the stocks within which we can fish, control and conserve to our standard."

Outlining some of the cheating that had gone on among some NEAFC countries, Mr. Allan challenged: "Who, then, against this background, can blame our industry if we opt firmly for having as large an area as possible of the UK exclusive economic zone under our own control, thus minimising the area within which, if the experience of NEAFC are anything to go by, abuses of the catch quota system will occur?"

For conservation to be fully effective the area beyond the exclusive zone will have to be fished on a quota system. And it is here that coastal state control is vital, warned Mr. Allan.

The role of the European Commission need be no more than a co-ordinating one. "Whilst it would presumably have the responsibility for setting overall TAC's, these would have to be fixed after taking into account the conservation measures determined by the coastal state."

If conservation is going to succeed, then the problem of industrial fishing would have to be tackled vigorously, emphasised Mr. Allan.

If the Government has powers to make the rules in our own economic zone, then it should adopt the principle of human consumption fishing taking precedence

over industrial fishing, where there is a conflict.

Many people in the industry, pointed out Mr. Allan, shared the view that there should be a complete ban on industrial fishing until a proper assessment is made of human consumption requirements in the light of new limits.

"But in realistic terms what we must, at worst, seek to achieve is for the Government to define very strictly areas where industrial fishing for specified species may be carried out without violating protected species stocks, and to nail this down very firmly by the means of a vessel licensing system."

Deterrent

As a deterrent, any vessel found fishing in a barred area with small mesh nets would immediately lose her industrial fishing licence.

Under a licensing scheme no vessel should be allowed to carry both industrial and human consumption gear on board, said Mr. Allan.

For many countries industrial fishing had been a way of building up a huge annual fish catch. "It would be grossly unjust that those countries which have selflessly ravaged stocks by their industrial fishing activities should be allowed to generate a historical entitlement to any catch quota arrangements for the EEC 'pond' by means of their in-

dustrial catches of protected species."

In concluding his paper, Mr. Allan urged fishermen to "act as their own policemen" in dealing with foreign fleets.

They should provide the Government with detailed information on the activities of foreign fishermen. Mr. Allan also appealed for a closer working relationship between fishermen and scientists.

A topical and dramatic note on conservation was injected into the conference when Gilbert Buchan, of The Scottish Fishermen's Organisation, revealed that a quota crisis had hit the Isle of Man fishery. A fleet of over 150 boats was left with only 3,000 tons of herring out of an 8,000 ton quota.

The NEAFC policies for catch rates and conservation have been a total disaster. Herring fishermen in the UK believe that foreign fishermen pay little heed to quotas. "Naturally, UK fishermen are very sanguine about the whole effort," said Mr. Buchan.

Although fishermen have questioned the present herring quota scheme, Mr. Buchan maintained that Scottish fishermen are conservation minded and would participate in any effective scheme of herring management around the UK.

Tracing the rich history of the herring through to 1974, Mr. Buchan said it was at this time that the "deadly

weapons" of mid-water trawl and purse net revealed that the stocks of herring off the west coast were not inexhaustible.

"It is now apparent for all

to see that the herring stocks in the North Sea, as well as

our

scientists' help coupled

with a proper Government

plan for conservation over a given period, we can still save our industry. I believe that as well.

"However, I am bound to say there are wider issues at stake of which we have small idea of what is happening in other parts of the distribution area of the stock."

"Conservation is not a new word. We in the herring industry have always practiced it to some small extent. For example, in former years the Scottish herring fishermen refused to fish for fish meal and even imposed quotas to meet the home market requirements. Unfortunately at NEAFC we only talked about conservation."

"We now feel that others should do something. They should accept restrictions — in their fishing seasons, their methods, their gear, e.g. limits on mesh size and purse net operations."

"But conservation is not in itself, it is action. Conservation will not conflict with defeat for one and victory for the other. Conservation is co-operative action that we all must take, not something that others should engage in."

"Today, for better or worse, we are part of the EEC — partners supposedly sharing a common sea. We should not be competitors in a

struggle where the survival of the fittest prevails, the benefits of which will not be enjoyed by the country, or countries, fishing there. Indeed, in general terms, they would be gained by the countries fishing the different areas in inverse relation to the severity of the conservation action within the areas they fished."

"Although there might, and probably would, be some benefits from a strict conservation regime in the area under consideration, the benefits of it would not all be enjoyed by the country, or countries, fishing there. Indeed, in general terms, they would be gained by the countries fishing the different areas in inverse relation to the severity of the conservation action within the areas they fished."

"The fishing effort will have to be reduced by 50 per cent or more to get the depleted stocks currently under regulation back to strength," warned Dr. Suvill, "so that successive generations will follow in our fathers' footsteps."

"So with unity in the pose nationally and internationally we can end true, effective and lasting conservation policy."

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to a substantial exclusive limit within the EEC 200-mile economic zone, but I also believe that unless we have a large amount of control in the EEC pond, then one will be worthless without the other."

In his assessment of NEAFC, Mr. D. Driscoll, lecturer in international law at Edinburgh University, was no less scathing than many of the speakers from the industry. One of the weaknesses of the commission he said, had been the difficulty of reconciling the need for conservation with the self-interest individual countries.

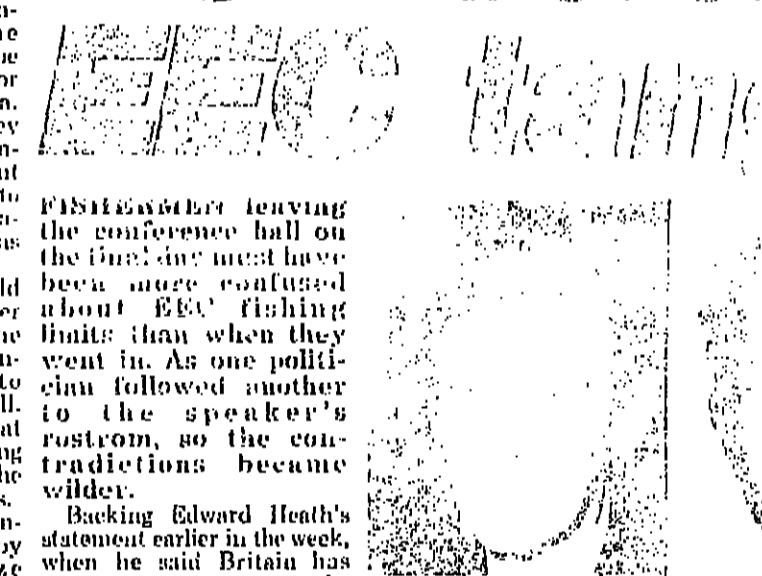
NEAFC attempts to cope with the most urgent conservation problem — North Sea herring — had been a failure. This had been brought about because some countries had been determined to ignore scientific advice.

Central to the issue of conservation, stated Mr. Driscoll, had been the problem of enforcement. And this, too, had been a failure.

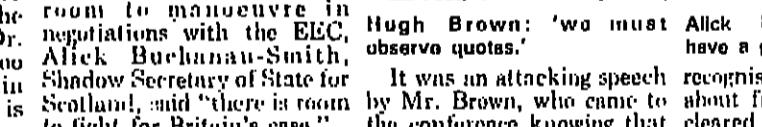


Line up of conference speakers seen at a reception held in Aberdeen. Left to right: Mr. Hamish Watt, MP for Bantiburn; Mr. Sigurdur Magnusson, Iceland; Skipper Willie Hay, chairman; Mr. Austin Dugay, director general BFF and Mr. Malcolm Minns, MacFhorus, Aberdeen.

Politicians in our



Hugh Brown: 'we must observe quotes.'



Alick Buchanan-Smith: 'we have a good case'.

mass of the UK fleet, plus the dependence of communities all around our shores on this industry, and the richness of resources all around our coast which we have tried long and hard to conserve but which have increasingly come under pressure from vessels of other nations," stated Mr. Brown.

Denying accusations that the Government has been weak, Mr. Brown said they had been "realistic".

"The fact is that the only alternative to them as a means of preserving the fish stocks is to cut down the size of the fishing fleet dramatically. So far the present at least is helping to concentrate on improving the enforcement of quotas than to scrap them."

"But we cannot achieve these changes by thumping the table," pointed out Mr. Brown. "The only way to get change in the existing policy is through the Community together working out proposals for a change which are sufficiently acceptable to all concerned."

Returning once again to the theme of fishing fleets being too big for available stocks, Mr. Brown said he could understand why "quotas" had become a dirty word among fishermen.

"We must observe this quota which the Government accepted after consultation with the industry. The in-

turn to page 10

UNBEARABLE PRESSURE ON SKIPPERS

DAILY PRESSURES on Scottish inshore skippers are becoming unbearable.

This is changing the character of those men for whom I have great regard and affection, and who I am proud to represent at meetings with the Government," said Skipper Willie Hay in his opening address as chairman of the Aberdeen conference.

While saying that this change in character may not be to their credit, Skipper Hay outlined to the conference how these pressures had built up.

"We accept that we must have the oil, but it does bring skippers many additional problems.

"Twenty years ago, when I first went skipper, at the beginning of a trip I had generally only three main worries — the weather, where I would go to catch fish and the market price when I got back to port.

If conservation is going to succeed, then the problem of industrial fishing would have to be tackled vigorously, emphasised Mr. Allan.

If the Government has

power to make the rules in our own economic zone, then it should adopt the principle of human consumption fishing taking precedence

"Now, before I leave Peterhead, I must ask permission to leave port due to the terrible influx of oil-related vessels working there. I must then keep clear of very good traditional fishing areas in the North Sea because of oil platforms or pipelines — and these are increasing all the time.

"We accept that we must have the oil, but it does bring skippers many additional problems.

"At the back of the skipper's mind grows the thought that, if he does not get a good trip, his crew can find very lucrative work ashore and they are lost from the fishing industry for ever.

"Inflation, which has

taken its toll of everyone, has been especially hard on inshore fishermen. Young men with new vessels costing up to £4m. seem to have a struggle with no lightening of their load in sight. The running ex-

penses of his vessel are tremendous — his interest payments colossal!"

"Another great change in the North Sea is the huge foreign fleets swooping large areas of the ocean, leaving no fish in their wake.

"Our fishermen can compete with other countries if the competition is fair, but as some of these vessels (especially the Eastern Bloc) are heavily subsidised, we have little chance against them.

"There are many more problems, and I have only touched on a few, plus the very arduous life on the North Sea, must to some extent change a man's outlook on life. They become militant when the Government and now the EEC continues to introduce legislation to curb their freedom more and more.

"All these problems, and I have only touched on a few, plus the very arduous life on the North Sea, must to some extent change a man's outlook on life. They become militant when the Government and now the EEC continues to introduce legislation to curb their freedom more and more.

"Gatherings of this conference, in a nation, can help us better understand each other."

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ABERDEEN FISHERIES CONFERENCE

From page 9

dications are that the quota will be inadequate, but should catches later this year indicate otherwise, there will be immediate consultation with the industry as to what arrangements can be made to avoid unnecessary disruption while making sure the quota is observed.

"Along with adequate conservation measures goes adequate enforcement. Here, too, we intend that there will be improvements. This links with the Community conservation system, but the job of boarding and prosecuting offenders must rest with us, in our 200-mile zone, no matter what the nationality of the vessels concerned".

The Government has many strong cards in its hand, claimed Alick Buchanan-Smith, Shadow Secretary of State for Scotland. "Negotiations need guts," he said "and this is what the Government has got to show in the current re-negotiations of the Common Fisheries Policy".

Superseded

The negotiations will be hard, but the door on which we are pushing is not locked. The original policy has been superseded by 200-mile limit extensions and the Commission itself has conceded the need for a new policy.

We have a good case, stated Mr. Buchanan-Smith:

"We have one of the best records of fishing for human consumption, not plundering the seas for industrial purposes. And, following the Iceland settlement and the likely extension of limits to 200-miles elsewhere, it is the British industry which is making the biggest sacrifice; again, this is something acknowledged by the Commission as a special case requiring special consideration to compensate for what we lose."

"If you cannot make a good case out of this, then those involved on Britain's behalf do not deserve to be negotiating."

Concern

"In 1971, provision was made for a review of the Common Fisheries Policy. Two matters were specifically mentioned in the minutes of the negotiations of that time: the conservation of fishing stocks and the needs of communities dependent on fishing particular areas. These two matters are of particular concern to us in Scotland and the statement of them in the records of the Community strengthens our hand."

All these are strong cards, provided the Government plays them well. Indeed, if the Government does not recognise them as such, then they ought to have included fishers in the Dublin summit of last year, before the Referendum."

Irresponsible

For Mr. Heath to come to Aberdeen and say that it is perfectly possible for Britain to obtain a 50-mile limit was "irresponsible", said Hamish Watt, Scottish Nationalist



Left to right at the conference table: J. Foster, DAFS; W. Hay, chairman; B. Fisher, U.S.A. D. MacLennan, DAFS.

MY PROMISES - Brown

AS A Government Minister at the centre of the Blockade storm last year, Hugh Brown took the opportunity at the Aberdeen Conference to defend the promises he made at that time.

"Many people say nothing has happened since the blockade," said Mr. Brown, "but all the promises I made have been fulfilled."

"I made no promises on limits. I said fishing would feature more strongly in Government discussions. And it has.

To a question from one

worried seine net fisherman that he would be denied his best fishing grounds when Norway extended her limits next year, Mr. Brown replied that this would be the responsibility of the EEC to negotiate. "But I do not see this being cleared up by January 1", he added.

Told that producer organisations would collapse if Britain did not get an adequate exclusive limit, Mr. Brown retorted that this was an extravagant claim: "we will only collapse because of some great fisherman", he said.

This will mean, among other things, that the present direction of buoyage will be reversed.

The new Almanac contains, as usual, a mass of information you are likely to need during 1977. It contains, for instance, details of VHF radio telephone services revised to take into account new frequency allocations for single sideband working and so on.

It contains both excellent coloured illustrations of all the marks and top marks which will be used in the new system and also a clear explanation of the flood tide.

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Preserving boats with fish oil

"I HAVE just bought a wooden boat which is old but should last a long while yet provided it is properly looked after.

"I have been told that fish oil was once used for preserving boat timbers and that some fishing boat owners now use ordinary diesel fuel oil for the purpose. Is this so?"

Price

"If it is, can you tell me where fish oil can be obtained nowadays so that I can compare prices?"

"Fish oil used to be used for preserving boat timbers; mainly in Devon and Cornwall, I have been told. Diesel fuel oil, I understand, is sometimes used for the purpose in North America — possibly because it is inexpensive.

The Hull Fish Meal and Oil Co. Ltd., St. Andrew's Dock, Hull HU3 4QG, may be willing to quote for supplying fish oil in small quantities so you can compare prices.

HYDRAULIC POT HAULER

"I HAVE been hunting high and low for the name and address of agents for Oscos hydraulic pot haulers in this country or Ireland. Can you help?"

■ Agent for the sale of Oscos pot haulers in the UK and Southern Ireland is the Dunmore Marine Supply Co., Dunmore East, Co. Waterford.

A company called Barlo Marine Ltd. also has headquarters in Dunmore East. It is the marine division of Barlows Ltd., Emmet St., Clonmel, Co. Tipperary — a company which started making a range of shellfish traps a few years ago.

Lobster

The most successful of these traps — a lobster pot with a single entrance — is still in production and is marketed by Barlo Marine.

The division is mainly concerned with supplying salmon and other gill nets, herring drift nets and midwater trawls, and longlines made by a Japanese manufacturer.

The latter is willing to supply any type of net which Barlo's customers require.

October 1, 1976

October 1, 1976

New buoy system could affect you

"IS IT a fact that a new system of buoyage is going to be introduced next year?"

"If it is, and it's likely to affect us around here, can you tell us what the difference is between it and the present system?"

"A new system is to be introduced in April 1977 and, if you continue to operate in the Thames Estuary south of Orfordness, it is likely to affect you."

The new system, called the IALA system A, is a combination of the Uniform System of Buoyage (Lateral) and the Cardinal System.

It is to be introduced in British waters in four stages: between April 1 and December 31, 1977 in an area between Orfordness on the east coast and Beachy Head on the south coast; after that, three stages, northwards and westwards until all areas in British and Irish waters are converted to it.

If you want to learn all about the new systems, I suggest you get your copy of Reed's Almanac for 1977 now, instead of waiting to do so until New Year when it may be in short supply.

It contains metric conversion tables which you are bound to need during the year and many other useful ones as converted to it.

Concurrently with its introduction, a conventional buoyage direction around the coast of the UK will replace present practice whereby buoyage is established with regard to the main direction of the flood tide.

This will mean, among other things, that the present direction of buoyage will be reversed.

The new Almanac contains, as usual, a mass of information you are likely to need during 1977. It contains, for instance, details of VHF radio telephone services revised to take into account new frequency allocations for single sideband working and so on.

John Burgess' Log

Cardinal Marks, used in conjunction with your compass, will indicate the direction of navigable water; Isolated Danger Marks, isolated dangers of limited size; Safe Water Marks, middle of channels and the like; Special Marks, areas or features referred to in sailing directions.

One of the principal differences between IALA system A and that to be phased in is that starboard hand marks, not wreck marks as exclusively in the past, will be coloured green. Conical black buoys marking the starboard side of channels will become things of the past and so will chequered buoys.

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